

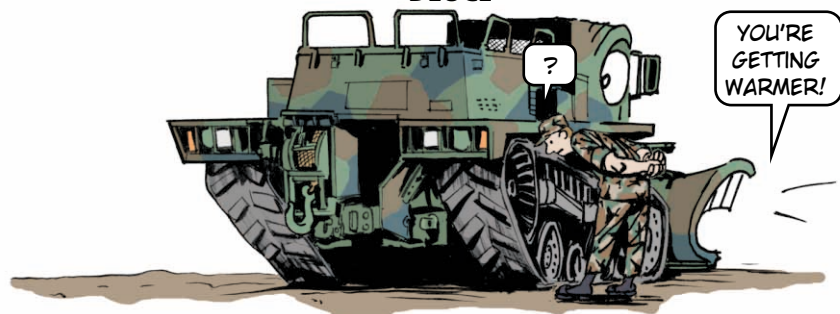
CCE/MHE Equipment...



# Snubbed

Operators, pumping grease into the fittings on your construction and material-handling equipment isn't a problem. The problem is finding all fittings.

## DEUCE



Winch and pintle fittings on your deployable universal combat earth-mover get overlooked because they're in the back of the vehicle. Out of sight, out of mind.

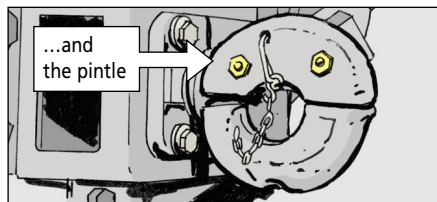
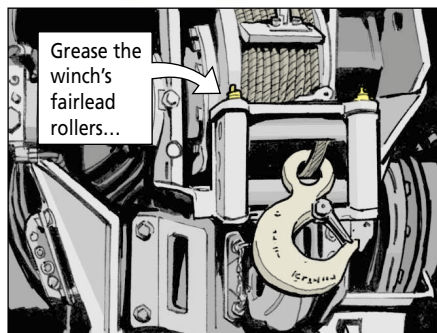
But without lube, the winch's fairlead rollers can seize up. That puts extra wear and tear on the winch cable when it rides over the rollers during scheduled services.

After you've greased the fairlead rollers, grease the pintle.

If you forget to lube the pintle every 250 hours or 3 months like TM 5-2430-200-10 says, rust freezes it into position.

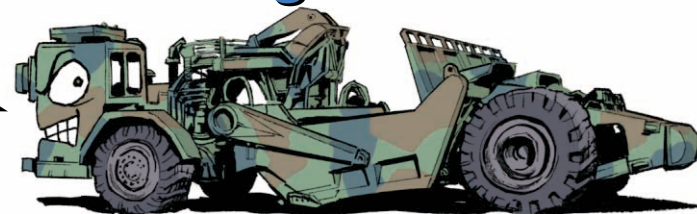
If the pintle can't turn, a twisting or tipping trailer can ruin a lunette quick-like.

PS 583



# Grease Fittings

IF I DON'T GET LUBED, I DON'T WORK!

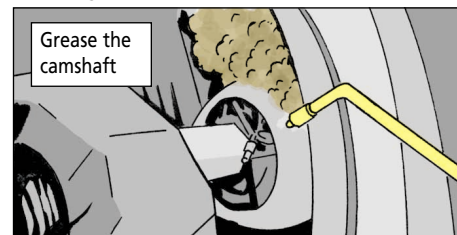


## 621B Scrapper

Eight grease fittings on the 621B scrapper often get overlooked because they're located behind the wheels. The fittings lube the brake camshafts.

Without lube, the camshafts will bind—usually with the brakes on. Then the brakes drag, the linings glaze, and you can have a tire fire on your hands.

So keep brake camshafts lubed during scheduled services. Two fittings are behind each wheel.



## 22-Ton Crane

Without lube, the block's sheaves, trunnion and thrust bearings can seize up. That causes excessive wear and tear on the crane hoist cables and hook block sheaves.

For smooth crane operation, lube the hook block with GAA monthly or every 100 hours like it says on Page 1-4-9 of TM 5-3810-307-24-1-1.

FOUR GREASE FITTINGS ON THE 22-TON CRANE GET OVERLOOKED BECAUSE THEY'RE ON ME—THE HOOK BLOCK.

